

Do you know the risks?

It is difficult for anyone, however professional, to know everything about everything – which is why the Institute has developed a range of publications so that those with knowledge may share it with others. These publications, in an increasingly varied media, are written by practitioners for practitioners and this is certainly exemplified by our latest book, *Polar Ship Operations*, which is launched this month at the Arctic Shipping Forum in Helsinki. Captain Duke Snider FNI is a highly experienced ice navigator and pilot who has also been leading the Institute's related project which seeks to establish training standards and competencies for ice navigators in consultation with industry stakeholders (see pp 10-12). With the expansion of shipping operations in the polar regions, and the significant risks that this entails, there is an urgent need for both these projects.

In the third part of the UK P&I Club circular on ECDIS (see pp 7-9) the legal risks associated with the new system and other recording devices such as the Voyage Data Recorder (VDR) are clearly identified. This should be required reading for all, but particularly those shipowners or managers who may be intending to skimp on implementation of and training on ECDIS – and there will be some, perhaps many, in this category. A few case findings of unseaworthiness and hence loss of insurance cover will do wonders for concentrating minds, and

making the industry realise that thorough training and sensible implementation of ECDIS is absolutely essential if it is to provide the safety benefits intended and expected. Some of these points were also explored at the Hong Kong SAR Branch Seminar during China Maritime 2012 (see pp 29 - 30) and at a seminar in Colombo during the President's and CEO's visit to the Sri Lanka Branch (see p 31). It is really good to see our branches far and wide putting on such professionally worthwhile events from which members and potential members may increase their knowledge as well as benefit from excellent networking opportunities. This was equally true of the first joint seminar with the Indian Navy and Indian Coast Guard organised by the Institute's India (West) Branch and the Indian Maritime Foundation (see pp 27-28).

Inspections – risk assessment

Two articles (see pp 13-14 and 15-16) from ship inspectors this month provide excellent advice and, for fleet managers, if *Seaways* is not getting to the ships in your fleet we suggest that (a) you take out a bulk subscription so that it does, and in the meantime (b) that you promulgate these articles as a Fleet Circular immediately. Similarly, the MARS reports are as relevant and useful to safety meetings on board as ever. Not

only do the articles highlight various physical deficiencies, they also focus on the need for proper training, sufficient manning and effective drills to ensure the safe and efficient operation of the ship. The benefits of training and retaining competent personnel within the company should not need emphasising but sadly it is an operating model that still does not apply in far too many companies. Until it does, the safety record of the industry will not dramatically improve despite the technology put in place to supposedly help the seafarer.

AGM 2012 – Governance Changes

Please see the Notice of the AGM on page 5 with a Proxy Voting form on the reverse. Important changes to the governance structure and documentation of the Institute are necessary and proposed (ref. articles in January & February 2012 *Seaways*), and we hope that as many members as possible will vote on these changes. The new Articles of Association and Constitution, By-Laws and Branch By-Laws may be downloaded from the website, www.nautinst.org, as can the Proxy Voting form. The AGM event itself will be well worth attending – see brochure on website – as it includes a seminar on 'Generation Y' and a Gala Ball.

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